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Charles W. Felt
Northborough, Mass

# The Town of Shrewsbury MASS U.S.A.

HIGHLAND FARM HOUSE.

## ITS LOCATION, ADVANTAGES, AND ATTRACTIONS AS A PLACE OF RESIDENCE AND FOR BUSINESS.

PRICE, 10 CENTS.

SHREWSBURY, MASS.
PUBLISHED BY THE RAILROAD COMMITTEE.
1890.

By transfer

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## Important to Farmers!

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During the past few months we have sold the following well known Stock Farms in Worcester County. The Muster Hill Farm of 370 acres, at New Braintree; The Geo. Brewster Farm, and the Miles Farm at Westboro; also the Lake View Farm in Norfolk County, 340 acres, and Stock, for $30,000, and many smaller estates.

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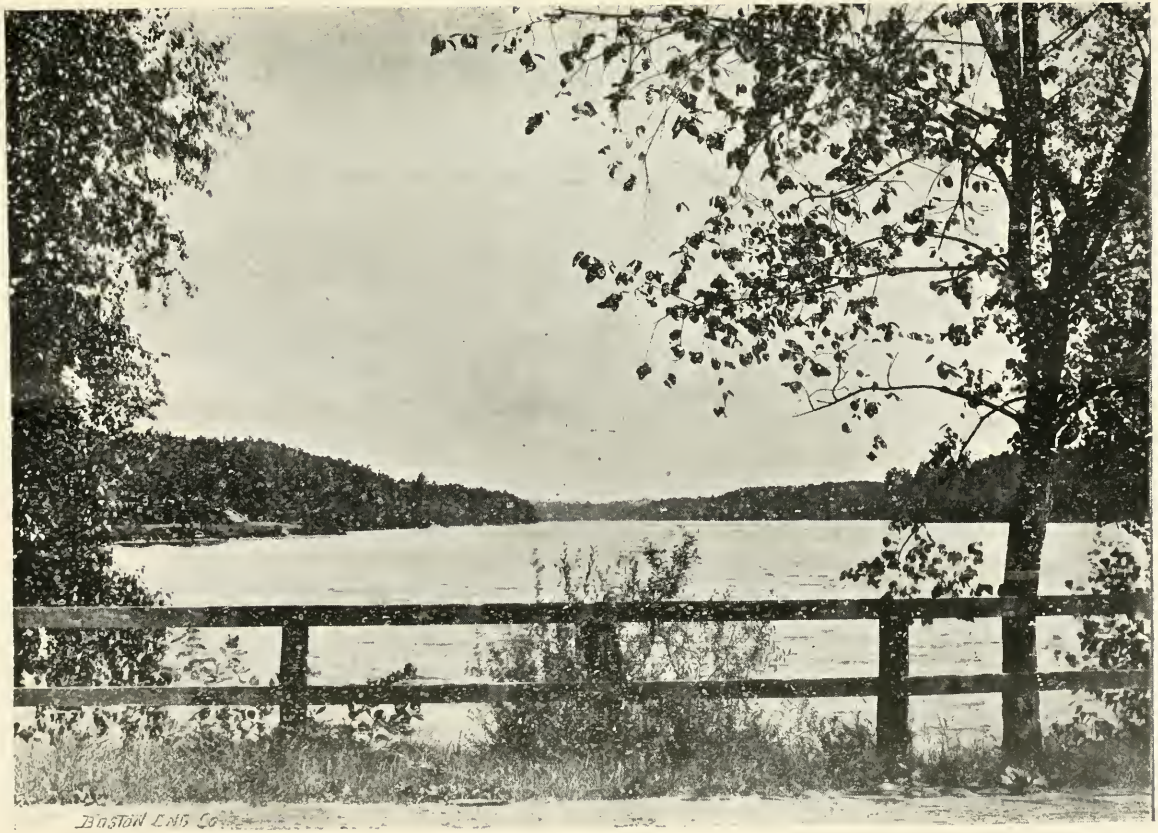


LAKE QUINSIGAMOND.

# THE TOWN

OF

# SHREWSBURY,

ITS LOCATION,

ADVANTAGES AND ATTRACTIONS

AS A PLACE OF

## RESIDENCE AND FOR BUSINESS.

SHREWSBURY, MASS.:
PUBLISHED BY THE RAILROAD COMMITTEE.
1890.

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# Statement of the Committee.

The undersigned Committee of Ten, appointed at a public meeting held in Shrewsbury town hall, April 25th, have considered the advantages of a street railroad from the Lower Village in Shrewsbury, to connect with the Worcester Consolidated Street Railway near the Union Station in Worcester. We are of the opinion that such a railroad is indispensable to the prosperity of Shrewsbury, and that as soon as built a full and fair trial should be made of the cars of the Union Electric Car Co., with the storage battery, similar to those now in successful operation between the towns of Beverly and Danvers.

This railroad can only be built by concentrating all the means available for such a purpose by the town as a corporate body, by those friendly to the project living in Shrewsbury and elsewhere, and by those who may be induced to invest in such a project from sound business considerations. To concentrate all our forces we must make known to the outside world our needs and advantages, and take active means to attract the additional population necessary to give immediate, regular, and increasing patronage to a railroad.

Trusting to a proper spirit of co-operation among the citizens of Shrewsbury, the committee have voted to hold one or more public meetings, so that all the citizens may have every opportunity to inform themselves of the details of the work we hope to see accomplished possibly within the coming year.

HERBERT A. MAYNARD, *Chairman.*

| | |
|---|---|
| CHARLES O. GREEN, | C. MYRON BOUTELLE, |
| CHARLES S. DAVIS, | HIRAM W. LORING, |
| DR. FRANKLIN W. BRIGHAM, | SUMNER STOCKWELL, |
| HERBERT A. COOK, | S. WYMAN HOWE, |

CHARLES W. FELT, *Secretary.*

SHREWSBURY, MASS., NOV., 25, 1889.

Charles W. Felt,
Northborough, Mass.

In Exchange
Amer. Ant. Soc.
25 JI 190

# SHREWSBURY AND THE LAKE.

THE greater part of Lake Quinsigamond lies within the limits of this town, and hereafter it will claim its share of this famous and beautiful sheet of water. We shall graciously allow and even welcome the good people of Worcester upon our side, but we wish to be remembered in all grateful acknowledgments for improved health and the enjoyment of recreation. We shall insist upon a slight, though to us very important addition to the name. We expect that hereafter all truly good newspapers will say "Lake Quinsigamond, Worcester and Shrewsbury."

The lake, as a summer resort for a few hours, or weeks, or even months, has proved a great boon to those of moderate means, while the number of permanent residents upon its shores is steadily increasing, but the grand feature of the lake, in which Worcester and Shrewsbury are now beginning to share equally, is the summer camp for boys at Wigwam Hill, on the Worcester side, and the summer camp for girls at Tower Hill, on the Shrewsbury side, both being organized under the Worcester Natural History Society.

This society has a great work in hand, and these camps are but branches of its work. Before many years we hope to see the society ensconced within a substantial building of its own and its museums and lecture rooms crowded to repletion with contributions and persons from at least every town in Worcester County, adding materially to the educational force that is rapidly accumulating in the heart of the Commonwealth.

The summer camp for boys, with the experience of five years, seems to be a happy organization of frolic and study sure to captivate every true-hearted boy, and to fill him up with solid and useful ideas during the long summer vacation, when in the city so

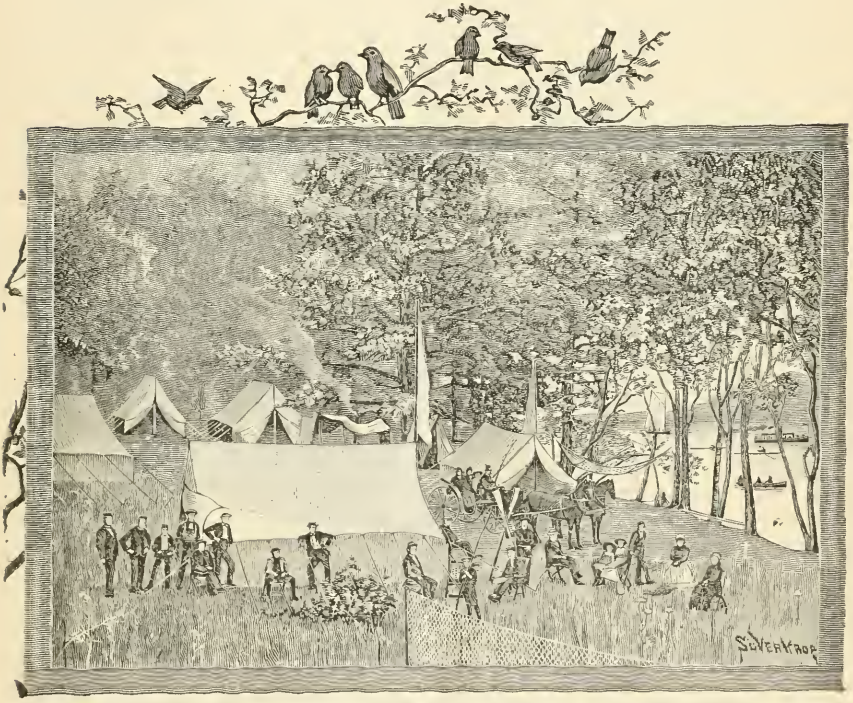
many boys find time hanging heavily upon their hands. The society has an estate of forty acres, so that ample room is provided, and we trust the camp will be as permanent as the land ownership.

The thought of "camping out" appeals strongly to the average boy, and the camp being at the side of a lake several miles long and within easy walking distance from a large city, it would seem as if the young men had all that heart could desire. Parents, too, need have no fears of exposure to temptation or danger of improper risks, for the thoughtful managers have provided at once the oversight of the family, the military camp, and the school, all combined, but tempered to meet the requirements of the vacation holiday. Short excursions are made on land and water. A workshop was established two years ago. "Emergency talks" employ the camp physician and give the boys sound practical information. The commissary department is carefully organized, and ample and substantial board is given at a cost not exceeding the ordinary price of board in a private family. The boys are taught orderly personal habits ; punctuality and promptness are insisted upon in the few requirements necessary for the good of all. Swimming and the use of boats is taught, as well as a good deal of incidental natural history. Then gymnastics and military drill are a part of the system. This is not an institution especially for the children of the wealthy. None but the very poor will feel unable to enjoy the advantages of the camp at least for a week or two (applications are received for a visit of but a few days), the test being a desire for improvement rather than the possession of a purse.

Last year the Shrewsbury branch—for girls—was inaugurated under all the difficulties incident to newness, but it has been a marked success, and it will doubtless prove that the latest development is the best, and it should awaken the old residents of the town to the celebrity that awaits them in the newer features that may be added to their present history. The girls' camp will be a sort of "family camp." Instead of tents, cottages are substituted, and the multiplication of these cottages will form a most interesting village that will call for larger buildings at a later date. The girls' camp has been formed at the suggestion of Thomas H. Dodge, Esq., a wealthy citizen of Worcester, who has been a liberal patron of the Natural History Society and the donor of the Dodge Pavilion, the permanent structure at the boys' camp. Mr. Dodge commenced last year by giving to the Natural History

Society the free use of such portions of his Tower Hill grounds as may be desired, the same being opposite the Natural History Park, where the boys' camp is located. This year he has renewed the privilege, and it is understood is prepared to develop his plan as fast as the calls for the occupancy of cottages seem to warrant.

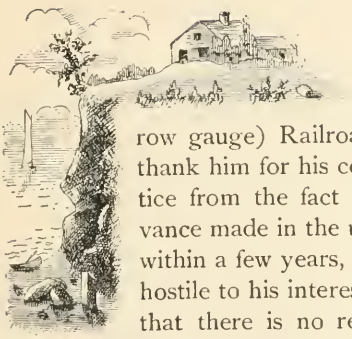
Mr. Dodge is apparently proceeding with his educational work on the soundest methods, as, in his letter of January 22d, 1889, in which he made the first offer of the use of his land in Shrewsbury,



BOYS' CAMP OF 1885.

he quotes from Lord Armstrong that "a man's success in life depends incomparably more upon his capacities for useful action than upon his acquirements in knowledge." He urges "the proper and rational education of the young," and in his efforts for co-education on the banks of Lake Quinsigamond bids fair to make an advance that will arrest the attention of educators the world over. We promise Mr. Dodge every effort on the part of the progressive men of Shrewsbury to help us realize his splendid conception.

# OUR LAKE ILLUSTRATIONS.



WE are indebted for our lake illustrations to Horace H. Bigelow, Esq., proprietor of the Worcester and Shrewsbury (narrow gauge) Railroad, and improve the occasion to thank him for his courtesy, which merits especial notice from the fact that we are compelled, by the advance made in the use of electrical power for railroads within a few years, to consider plans which may seem hostile to his interests. We are persuaded, however, that there is no real hostility. The present winter furnishes an opportunity, as all railroad building must be suspended, for a most interesting study of all the facilities for improved communication between Shrewsbury and Worcester. It is not impossible that a plan may be found for harmonizing all the complications and rivalries which have delayed and embarassed the building of a road to Shrewsbury.

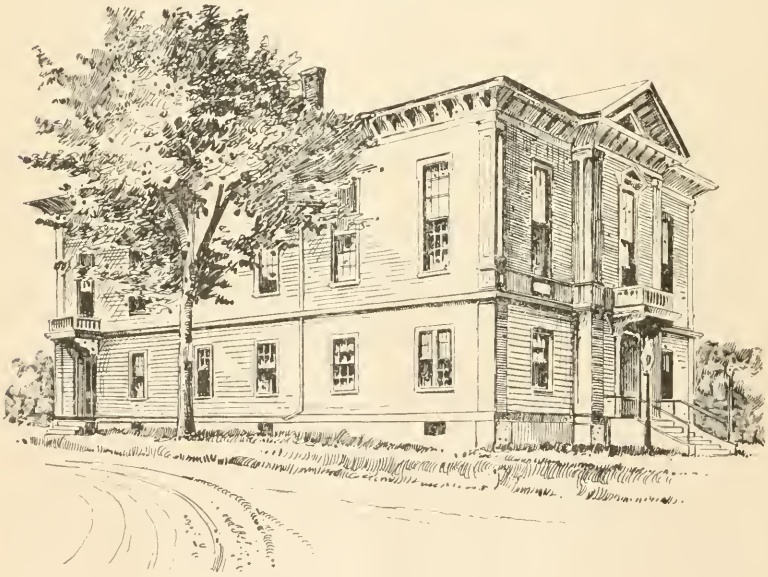
The people of all New England will take a personal interest in Lake Quinsigamond when Mr. Bigelow's grand conception of a suspension bridge across the lake is realized, and the causeway entirely removed, leaving the lake as free from obstruction as it came from the hand of nature, excepting the bridge perhaps fifty feet above the water surface. It may be well to remind the reader that the lake was first crossed by a floating bridge (the depth of water being about sixty feet), opened in 1810 as a part of the Boston and Worcester turnpike, and that the solid causeway was built only thirty years ago. There are undoubtedly some who are incredulous about the building of an expensive suspension bridge across Lake Quinsigamond but, on the other hand, within ten years such a bridge may be built and become the great avenue of eastern travel from Worcester.

# SHREWSBURY'S HISTORY.

IN many towns historical matter is either very meagre, or the town's history is so completely merged with that of other towns sharing in common the glory of some great event, as to be devoid of individuality. But in the case of Shrewsbury we are compelled to give only a meagre outline because of the town's exceeding richness in historical matter. The town was incorporated December 15th, 1727, and at that time "farms" ranged from five hundred to five thousand acres, while "house lots" measured from fifty acres "more or less," but usually more. Shrewsbury was settled by men from Marlboro, and the original division of the land grant makes instructive reading as it takes us back to the time when the land was parcelled out and given away in New England. These and many later interesting points of history affecting the state and nation, and which cannot fail to attract attention wherever the English tongue is spoken, have been amply treated in a History of Shrewsbury by Andrew H. Ward, of West Newton, published in 1847, and in two Histories of Worcester County, the later one published last year containing a valuable history of Shrewsbury from the pen of William T. Harlow, Esq., of Worcester. Then we have found Shrewsbury ladies who are indefatigable collectors of local matter which we hope will be published within the coming year. This pamphlet is designed merely to give a bird's-eye view of a fine old New England town, with the purpose of showing the need of railroad connection with Worcester, but we have been embarrassed by the discovery, or rather the presentation of matter that will make a very interesting book for the Christmas holidays, for readers all over the land, as well as those familiar with the locality. Trusting, therefore, that all this rich historical matter will be presented within a reasonable time by some enterprising publisher in a more acceptable form, and by abler hands, we feel warranted for these reasons as well as for want of space, in referring our readers to the histories of Shrewsbury named, and another Shrewsbury Book which may be expected in the near future.

We cannot, however, omit to call the attention of our readers to the two great historical characters of Shrewsbury. Dr. Joseph

Sumner, was born in Pomfret, Conn., June 30, 1740, and died in Shrewsbury, December 9th, 1824, after a most remarkable pastorate of 62 years, covering the Revolutionary period. Dr. Sumner was the grandfather of George Sumner, Esq., of Worcester, who still owns the parsonage, remodeled somewhat but still faithfully preserving the ancient characteristics. Another grandchild of Dr. Sumner, is still living in Shrewsbury, in the house adjoining the old parsonage, who maintains a lively interest in all that pertains to the past, while also watchful for the future welfare of the town. Dr. Sumner's career is in public matters indissolubly linked with

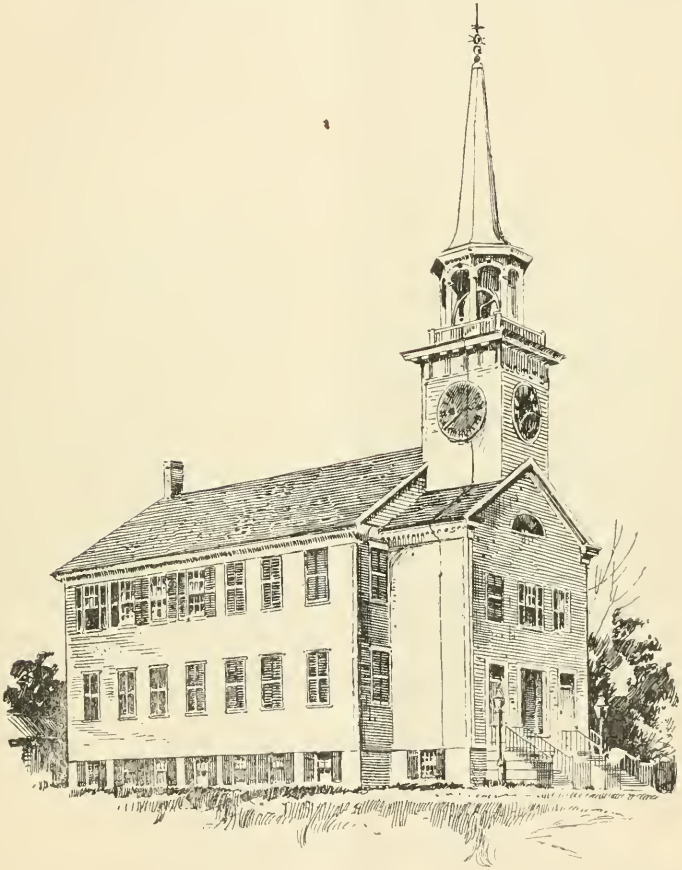


SHREWSBURY TOWN HALL.

the history of his distinguished parishioner, Gen. Artemas Ward, thirteen years his senior, and the great work in which they co-operated warrants and requires careful study. Gen. Ward was the grandfather of the historian of the town.

We give an illustration of Dr. Sumner's church, which was built in 1766, and remains substantially unaltered to the present day, although there was formerly an eastern portico. Gen. Ward was born in Shrewsbury, November 27th, 1727, and died October 27th, 1800. He was emphatically a public man, holding many offices within the gift of the people or by appointment. His most

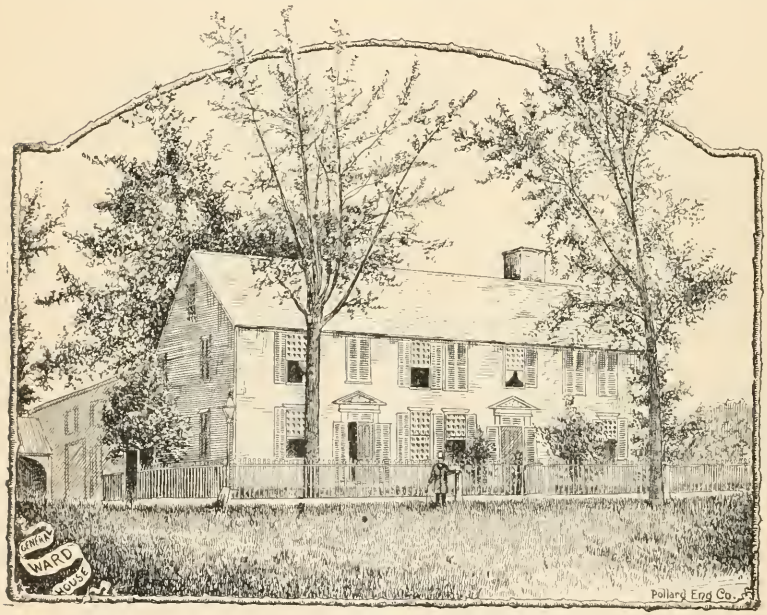
prominent service was as Major General and Commander-in-Chief of the provincial troops of Massachusetts, assembled at Cambridge, under the orders of the Committee of Safety. It was from his command that the troops under Col. Prescott and others proceeded to Breed's Hill, though under orders to go to Bunker's Hill, on



CONGREGATIONAL CHURCH.

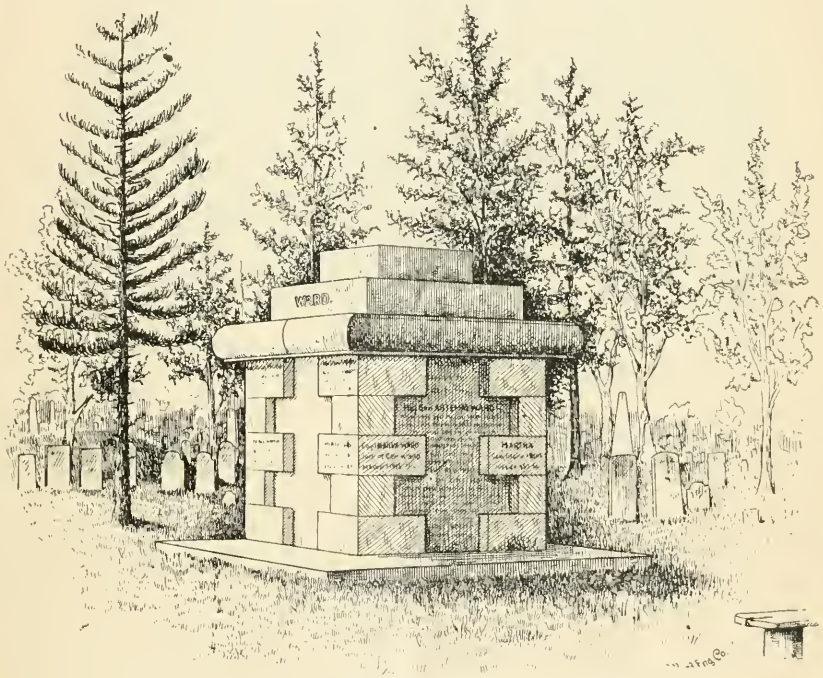
the night of June 16, 1775. It is well known that twice the attacking British troops were repulsed, and that it was only upon the third attack, under Sir Henry Clinton, that the provincial soldiers were forced to retire; Gen. Ward, it is said, was repeatedly urged to reinforce the body of troops on the hill, but steadily refused. It is recorded that after the battle Col. Prescott, who felt

little confidence in the results of the work he had done that day, went to Gen. Ward and implored him to give him more troops that he might retrieve the disaster and disgrace of the day, as he deemed it. He could not see that for a hundred years, and indeed for all time, the American people would hold in the highest honor the valor which that day ended in defeat though not disgrace. It was a defeat which we can afford to celebrate ! Gen. Ward was severely criticised, but there can be no question that he was guided by the soundest judgment to decline to enter upon a task doubly attractive to him as a patriot and an intrepid soldier, but involving far




too great a risk to the slender resources of the provincials, and which even if most successful, could serve but little purpose in a struggle which for the greater part was a systematic avoidance of pitched battles. On the first of July, 1775, Washington, recently elected by a unanimous vote Commander-in-Chief by the Provincial Congress, assumed command from the hands of Gen. Ward, under the historic elm at Cambridge, only fourteen days after the battle of Bunker Hill. The world looks at the great future then before Washington, but we can now see that great as were his difficulties, they would have been much greater had it not been

for the careful husbanding of the provincial strength due to the moral courage of Gen. Ward ; Gen. Ward said "No," at a trying moment, when undoubtedly he himself, as well as others, would have rejoiced could he have given assent. He showed then and there the same moral courage that Washington showed on two great occasions. When it was proposed to make Washington a king he said "No," and when it was proposed to make him president for the third term, Washington again said "No ;" and




GEN. WARD'S MONUMENT.

these two incidents show, perhaps, more than any others, the real grandeur of Washington's character, and it was the same spirit that actuated Gen. Artemas Ward in withholding reinforcements from Bunker Hill.

The famous Shay's Rebellion and other historical matters have a close connection with Shrewsbury history, which the credit of the town requires should be fully stated, and we trust that all the later information now accessible will soon be thoroughly presented in enduring form.

ISLAND HOUSE, LAKE QUINSIGAMOND.

## COMMON ROADS.

The introduction of electric railroads tends to improve the condition of the common roads. It will make more traffic and the common roads will be used more, which will improve them if they are kept in proper repair. By improved methods it is possible to give us much better roads without increasing the cost. The recent remarkably open winter called our attention to this point, and we shall find an electric road useful in transporting gravel and other road material. If we team a load of gravel one or two miles the cost is heavy because it takes two horses and a man so long, but with a railroad a heavier load can be moved quicker and cheaper.

LINCOLN PARK.

# ELECTRIC POWER.

What is electricity? This is "what no fellah can find out." The nearest that any one ever came to it, was the college student who hadn't learned his lesson, and when asked this question, said he "did know, but had forgotten it." Unfortunately his memory has since failed. We class ourselves with the "know-nothings" on this point, but we propose to try the simplest first—the Storage Battery—but in doing this we take no sides with any of the contending forces in the mighty struggle that is going on for supremacy. We *don't know*, but we think the storage battery has a great future before it, and if this proves to be true, all who have storage battery patents will bring out their systems. We have studied somewhat relating to the contest between stationary power and locomotives just sixty years ago, in England, on the Liverpool and Manchester railway, when George Stephenson came out triumphant, and if we can aid in a similar contest regarding electric power, we are strongly disposed so to do.

We have another reason for testing storage systems. Shrewsbury is well up in the world physically, if not financially, and the pure air, which in soft breezes is so soothing and agreeable to the invalid in the balmy months of July and August, comes with a power and frequency at other seasons, which may sometime teach us "there is money in it"—money in the east wind !—money in a northeast storm !

We propose a few questions in arithmetic, which we admit call for some further data from experts, but we will dash them off free hand, thusly : No. 1. If we can store power that will carry a car full of passengers weighing ten tons, forty miles, in batteries that can be carried under the seats of an ordinary street car, how large a building will be required to store power enough (providing a full supply for three days) to run a shoe factory three hundred feet long, sixty feet wide, and four stories high? No. 2. How large a wind wheel will provide the power? No. 3. What will it cost, and how will the first cost and cost of running compare with steam? Mr. Edison talks of using the power of the Atlantic waves. Why not use the power which causes the waves—the wind?

# Highland Farm House,

## SHREWSBURY, MASS.

This House stands on higher ground than any other in the town, and a level placed on the roof sweeps the horizon above everything visible, from Green Hill, in Worcester, around south to Wachusett Mountain, in Princeton. The elevated situation and pure air are much sought by invalids. The grounds are ample and well shaded, and the house has verandas front and rear.

The location is very central, being near to the Post Office and churches, but yet sufficiently removed from the main road to avoid the dust and all inconvenience.

The house has twenty-five bed-rooms, the most of which can be connected in family suits.

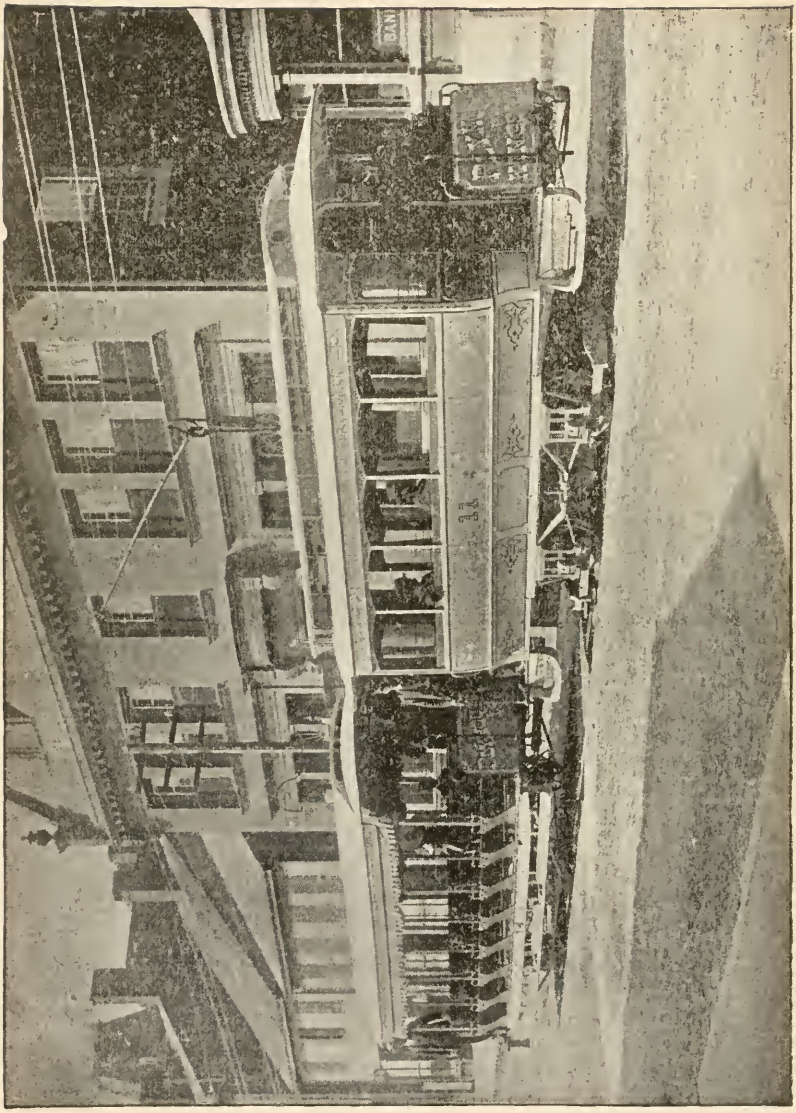
Stages run to the Worcester and Shrewsbury Railroad (narrow gauge), at Lake Quinsigamond, two and one-half miles, morning and night, and to Worcester, five miles, morning and noon. The table is well supplied with a large variety of fruits and vegetables, and milk, cream, and eggs, always fresh, and of our own production. Good accommodations are to be found for horses and carriages. There are many charming drives in this and the adjacent towns; the hills, valleys, lakes and streams being among the most attractive in New England.

HIRAM W. LORING,

PROPRIETOR.

# SHREWSBURY AND WORCESTER ELECTRIC RAILWAY.

THE town of Shrewsbury, although surrounded with railroads, and being within a short distance from the tracks of five large corporations, viz., the Boston & Albany, Boston and Maine, New York and New England, the Fitchburg and Old Colony railroad companies, has not one inch of railroad within its borders. This defect has not existed without attempts to secure a remedy, and as early as 1873 a narrow gauge railroad was built from the Union Station in Worcester to Lake Quinsigamond, the intention being to extend the same to Shrewsbury and ultimately to Northboro and Marlboro; but the business to the Lake has proved sufficient to make it a profitable enterprise, and the fact that even successful narrow gauge railroads in Massachusetts, like the Revere Beach railroad, have not been extended, may help us to account for the fact that Shrewsbury is still without railroad communication. Since that day several plans have been presented and have received the careful attention of Shrewsbury people, but no one of them seemed feasible till last winter a plan for an electric railroad was suggested to those residing in South Shrewsbury and the improvement of the old Boston and Worcester turnpike was considered. An appropriation of $1,000 was made by the town of Shrewsbury for reducing the hill on the turnpike nearest Worcester, but it was found to be wholly insufficient, and that the work must be postponed until large contributions from residents along the road, and appropriations from the county and city of Worcester as well as the co-operation of the town of Westboro with the town of Shrewsbury could be obtained. It thus became apparent that the only present feasible route was direct from the Lower Village in Shrewsbury to the Union Station in Worcester, with the best available facilities for the transportation of coal and other heavy freight by methods favorable to the southern portion of the town, as well as the central village and the north part of the town. As the electric street railway is likely to be the only, and in any



THE THOMSON-HOUSTON SYSTEM.

event for several years the chief means of communication with other towns, and between different portions of the town, especially when extensions become practicable, the originators consider it necessary to bear in mind the need of carrying freight, mails, express matter and baggage as well as passengers.

The present time seems propitious for urging this subject not only upon the citizens of Shrewsbury past and present, but upon the capitalists and tradesmen of Worcester and the inhabitants of adjoining towns, and with a proper presentation of the advantages of this town it is believed that new residents will be attracted and the projected railroad command the attention of those who are constantly seeking to invest capital in prosperous communities. The prime difficulty, heretofore, has been the hilly roads and the general conformation of the town which makes a steam railroad impossible except at a cost of from twenty thousand to fifty thousand dollars a mile, with a location remote from the inhabitants of the town. The same cause has made a horse railroad impracticable, because the hilly roads call for a four horse team or "tow horses" at almost the same expense, while the distance to Worcester (five and one-half miles), would make the time consumed too long for fair comparison with the facilities now enjoyed by many less favorably situated towns on more level ground. But it would seem as if Shrewsbury has not waited in vain. For more than fifty years inventors have experimented with electricity with a view of using it for propelling railway cars, and many years ago Congress made a large appropriation of money to aid a distinguished Massachusetts inventor in this line of effort, but it has been only during the past year or two that an indisputable, practical and enduring success has been reached in the form of using electricity as a means of conveying the power of a stationary steam engine (the most economical method of obtaining power), to a moving car. The electric cars are propelled up hill and down with the greatest speed and facility, at small cost, and under the most perfect control, and seem to be the thing the enterprising and successful farmers of Shrewsbury, with the ample Worcester market at their doors, have been so long waiting for, and so eagerly anticipating, to give them even greater facilities than are at present enjoyed by many prosperous towns..

The committee appointed last April have been constantly gathering facts, and have visited and inquired into the success of many street railways, built to connect towns and villages rather than to

meet the demands of local travel in cities and large towns. A great impetus has been given to street railways, by the efforts of the managers of the West End Street Railway Company in Boston, to prove that elevated railroads are not necessary in that city. This, coupled with the fact that electric railroads, with the latest improvements, are being introduced as rapidly as possible in the chief cities of Europe and America, makes it a most favorable time for the town of Shrewsbury to "hook on" to the grand procession, and this winter we shall have the opportunity to thoroughly consider all the points before it is possible to strike a single stroke in the spring. We have had many interviews with the directors and officials of the Worcester Consolidated Street Railway, and the President and Treasurer have met our sub-committee in Shrewsbury. It is quite likely that electric cars will be running in Worcester next year, and in due time connection is likely to be made with the Shrewsbury Street Railway at Union Station.

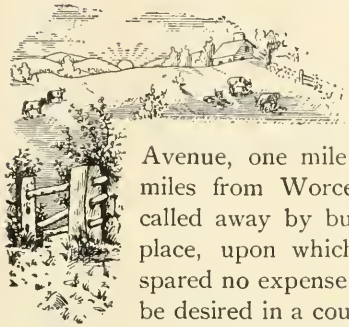
Another inspiring fact is to be found in the town of Marlboro, where the late Thomas Rice of Shrewsbury, made large investment in real estate, in connection with Mr. Samuel Boyd. A real estate company has been formed, which led to the building of a street railway three miles long, wholly within the thickly settled portion of the town. A horse railway was contemplated and the tracks were laid last year, but the winter afforded an opportunity to consider the advantages of electric motors. Fortunately that method was decided upon and was put in operation last June, and has continued with marked success to the great satisfaction of the people. This railroad has been examined carefully by members of our committee, and its extension in the direction of Worcester seems quite likely. It may be that the time is not distant when street cars may be taken in the streets of Marlboro and the passengers leave them at any point on the streets of Worcester, or at any portion of the line through the intervening towns of Shrewsbury and Northboro, a considerable portion of the route being passed over at a speed of ten or even twenty miles an hour. For the present only the route from Shrewsbury to Worcester will be considered, but the subject of extensions will be kept constantly in view, and in due time will include Boylston, Bolton, Westboro, Southboro, Hudson, and South Sudbury.

NOTE.—A cut of the Storage Battery Car will be found in a Supplement which may be obtained free, early in January, at all places at which this pamphlet is sold.

WASHINGTON SOCIAL CLUB HOUSE.

# FOR SALE.

## A * Delightful * Country * home.



THE estate known as Crescent Farm, formerly the Capt. Silas Allen place. About fifty acres of land, situated on Crescent Avenue, one mile west of Shrewsbury Village, four miles from Worcester. The present owner being called away by business, will dispose of the above place, upon which for the past five years he has spared no expense required to render it all that can be desired in a country home. On high ground, fine air, fine view ; charming drives in every direction. Pure, soft, unfailing spring water running into the house. Beautiful shade trees and shrubbery. Lovely little pond on the premises, from which full supply of ice is obtained. House of colonial type in perfect order, charming and very conveniently arranged, contains twelve rooms, ample closets, and piazza 12 x 25 feet. Farmer's house annexed with six rooms, fine cellars under both. Ice house adjoining. Large new barn and carriage house with all modern conveniences, fine cellar, and ample water supply in barn. Hen house and duck house. Fruit trees of every kind, and the best varieties, all in bearing. Strawberry bed, asparagus bed. Grapes red, white and black, in abundance. Berries and small fruits of every description in ample supply, and all in a high state of cultivation. Land mostly in grass, cuts about seventy-five tons a year, all by machine ; kept twenty head of stock the past year. A fine flock of Bucks County poultry. A complete outfit of farm vehicles, tools and machines ; a large part of last season's crops, and large quantity of household furniture and fittings go with the place if desired. Must be seen to be appreciated. Will be sold low if applied for soon. Terms easy.

Call on or address,

C. S. DAVIS,

CRESCENT FARM,

SHREWSBURY, MASS.

## NATURAL HISTORY SOCIETY.

We do not wish to add another society to any over-organized town, but with so great a natural curiosity in the town as the Balance Rock, and the girls' camp at the Lake, would not a local Natural History Society, formed to hold a few winter meetings and summer rambles, to end in scientific picnics, be worth considering? The Worcester Natural History Society, which embraces the county, would doubtless handsomely encourage such a move as this.

## COMFORT.

As soon as our Shrewsbury railroad is connected with the Albany road at Worcester; with the Old Colony at Northboro; the Fitchburg at Marlboro; and the Boston & Maine at South Sudbury, tired passengers will be passing through the town. All this has been anticipated by Mr. A. H. Fisher, of Worcester, who has a car seat rest worthy of the attention of travellers.

# SHREWSBURY'S RESIDENCES.

Shrewsbury is a fine old town, with many stately residences, both of the past and in the most approved modern style. To these we shall endeavor to do ample justice in a future publication, containing a full list of all estates that can be considered "in the market." Shrewsbury has a lively newspaper, a good public library, located in the town hall building, and excellent schools. It has three churches, Congregational, Methodist, and Roman Catholic, and a Village Improvement Society, and other societies usually found in a highly cultivated community. A conspicuous adornment of the chief village is the soldiers' monument, near the town hall, between which and the Congregational Church are several rows of beautiful maples. The cemetery, in which stands the monument of Gen. Ward, has many fine trees neatly trimmed, and the grounds, kept in excellent order, are open to visitors.

There are many trees along the roads, and order and neatness prevail. The most thickly settled portion of the town is from the centre village east for about half a mile to the leather dressing shop, which neighborhood is called the Lower Village, containing the comfortable residences of some forty families which derive their support from the leather business.

The old Boston and Worcester turnpike passes through the town almost directly east from the causeway over Lake Quinsigamond, a little to the south of the geographical centre of the town. The town of Shrewsbury is the geographical centre of Massachusetts—the true "hub"—we do not claim of the universe—but of New England! Shrewsbury people should remember the lines of Dr. Holmes,

> The stars are rolling in the sky.
> The earth rolls on below,
> And we can feel the rattling wheel
> Revolving as we go!

The centre lies between the main village and another village, which was rapidly growing up on the turnpike, till the opening of the Boston & Worcester (now Boston & Albany) railroad in 1835, made staging unprofitable. This village is known as South Shrewsbury, and is very prettily situated on the hills over which the turnpike passes in an almost straight line. The many fine residences scattered over the town teach us that the real mission of Shrewsbury is to become a delightful suburb of Worcester.

# THE UNION ELECTRIC CAR CO.

The Ideal Method of Propelling Street Cars

# An Assured Success!

The Union Electric Car Company controls the most practical and economical system of propelling street cars by storage batteries.

The cars convey their own power, are independent of all external appliances for the transmission of electricity, and having fully demonstrated their superiority over all other systems have now an extensive field in which to operate.

The storage battery system will undoubtedly be generally adopted in place of the trolley system now in use, as the latter has been found to be dangerous to both life and property.

The stock of the above company is being sold by Messrs. F. W. Prescott & Co., Bankers and Brokers, 54 Devonshire St., Boston, Mass., or

CHARLES W. FELT,
NORTHBORO, MASS.

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# F. W. PRESCOTT & CO.,

# BANKERS AND BROKERS,

54 DEVONSHIRE STREET,
BOSTON, MASS.

A general Banking and Brokerage Business transacted. Interest allowed on deposits subject to check. Orders executed for Cash or Margin in Stocks and Bonds dealt in on the New York, Philadelphia, and Boston Stock Exchanges. Customers can telegraph orders at our expense.

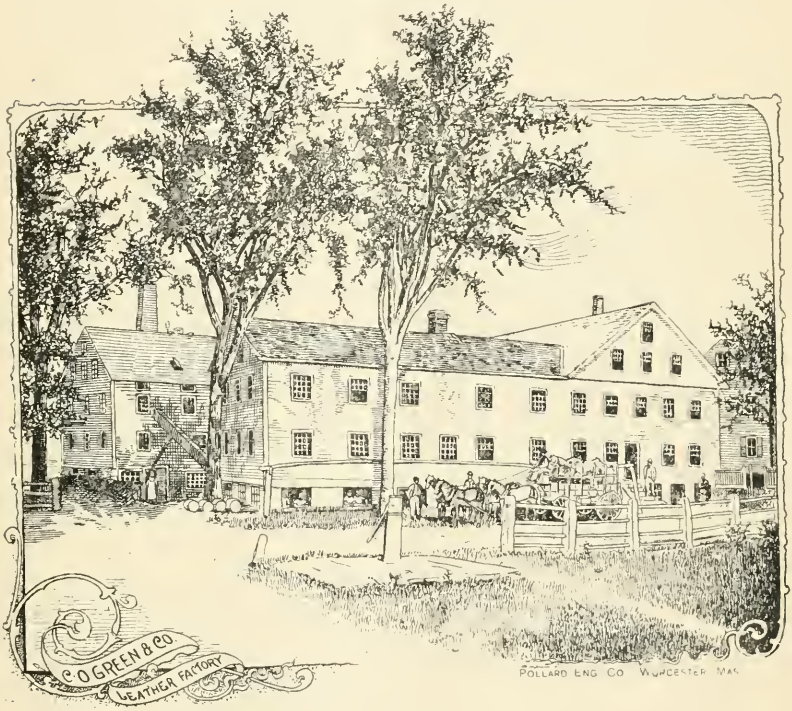
## Electric and Industrial Stocks

A SPECIALTY.

A limited amount of the Union Electric Car Company Stock offered at $25.00 per share, also the 6% Preferred Stock of the Eastern Electric Cable Co. The above securities strongly recommended for the investment of funds.

# BUSINESS IN SHREWSBURY.

The chief business of the town is farming, and we have many successful farmers. The land is partly high and partly low, with much excellent soil and a fair proportion of level land, with comparatively little meadow. There are many milk farms, and many devoted to fruit. The advantage of using glass both for beds and




green houses is fully appreciated, and either fruits, vegetables, or flowers are growing all through the year on a handsome scale.

The lower village has been devoted to the leather business for a century, and it has been profitable. The present proprietor holds on, when he could doubtless do better elsewhere, trusting that better facilities for transportation will soon give him advantages equal to his competitors. The business of making welts has been established within a few years and is successful. In the lower portions of the town water power is used for saw and grist mills

In times past guns and cutlery have been manufactured in a limited way, but there is no good reason why some special manufactures should not be introduced on a scale sufficient to make a "home market" for the farmers.

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## FEVER—CONVULSIONS!

It is with these unwholesome terms that two Worcester dailies head long reports of the railroad meeting in Shrewsbury, Dec. 12th. To our mind there is nothing but sound business in this railroad matter, and we take pleasure in quoting the following sensible remarks taken from the *Gazette*.

"A city that is set on a hill cannot be hid," but the town of Shrewsbury is beginning to find out that a town built on a hill, though it cannot be hid, and has views of the surrounding country to a distance of 20 to 30 miles, is, in some respects, at a disadvantage. Had Shrewsbury been built in a valley or on a plain, it would doubtless long ago have been connected with the great centres of business and population by railroad; but it would not have its cool summer breezes and its beautiful views of surrounding municipalities and its excellent and growing reputation as a delightful place of summer residence.

But, nevertheless, the residents of the beautiful old hill town are nearly, if not quite unanimous, in their desire for rapid transit to Worcester by rail, and if its inhabitants were men of wealth, liberally disposed, the problem would be easily solved. As it is, electric power has seemed to present a feasible means of securing the desired object, and since the meeting of April 25th, when a Committee of Ten was selected to look into the matter, has been the subject of earnest investigation with a view to immediate practical results.

COBURN'S BOAT HOUSE.

# THE THOMSON-HOUSTON

# Elcctric Railway System,

IN SIMPLICITY OF CONSTRUCTION AND ECONOMY OF OPERATION

## HAS NO EQUAL.

ADOPTED BY THE

## Largest and Most Conservative Street Railways

IN THE UNITED STATES.

AMONG THEM THE

WEST END STREET RAILWAY COMPANY, OF BOSTON, MASS.

The Largest System in the World,

COMMERCIALLY AND PRACTICALLY A PERFECT SUCCESS.

## 83 Roads in Operation and Under Contract

DECEMBER 15, 1889.

For circulars and information address,

THE THOMSON-HOUSTON ELECTRIC CO.,

620 Atlantic Avenue,

BOSTON, MASS.

# SEA SHORE COTTAGE LOTS.

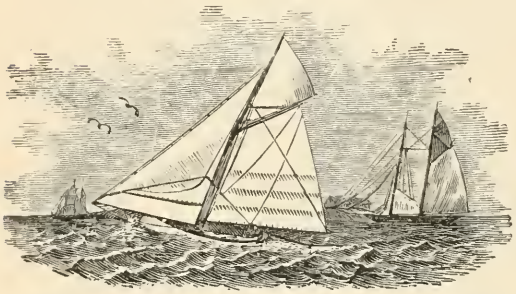
## Every Family Should Own One.

Improve the health of your wife and children next season and save doctors' bills.

**PRICE, $25,**

Or $5 down and $5 per month until paid for. Buy one.

**Next Summer Price will be $100.**



FINE GUNNING,
BOATING, FISHING,
AND BATHING.
NEAR DEPOT,
POST OFFICE,
AND STORE.

Size of Lots,

**2800 square feet each.**

Every Lot high and dry and title perfect.

**FINEST BEACH IN MASSACHUSETTS.**

Circulars descriptive of the property on application, with testimonials from well-known business men, who have bought lots; also from the board of selectmen of the town where this property is located.

## CAPE COD BAY LAND COMPANY,

230 Washington Street, BOSTON.

**J. P. DUNN AND CHARLES W. FELT, AGENTS FOR WORCESTER AND VICINITY.**

P. O. Address, BURNSIDE BUILDING, ROOM 9, WORCESTER, MASS.

Circulars sent on application.

FOR INVESTMENT.—It is a well known fact, that lots which originally sold for a few dollars each, at Cottage City, Onset Bay, Mt. Desert and other Watering Places, now bring several hundred dollars. Our Beach cannot be excelled, **And the Rise is Sure to Come.** Even at 10 cents per foot our lots would bring about $300.

PLEASE MENTION THIS PAMPHLET WHEN CALLING OR WRITING.

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# Dr. W. H. SEARS,

## Dentist,

WORCESTER,

45 Park Street,

MASS.

## ACCOMMODATING RAILROAD OFFICIALS.

A young lady was about to enter a train at the rear steps on a windy day, when her hat blew off, and the train started at the same moment. The hat must be caught at all hazards, for no one can travel without suitable head covering. The mishap was not noticed by the conductor, but the sharp-eyed baggage-master took in the situation, and promptly pulled the bell-cord, stopping the train in about ten rods.

At a signal station two season-ticket holders, who are very regular, failed to appear one morning in season to place the target, but the train-men saw one of them coming as the train went by at full speed. These accommodating mortals stopped the train, and backed up to the station notwithstanding it had passed through a cut and around a curve, out of sight of the belated passengers who were made *so happy*. At the same station two ladies appeared one day and placed the target just as the train was passing. Some of the vigilant train-men saw it, and evidently supposed that the engineer had neglected his duty. The train was stopped and backed, even after going a greater distance than in the previous case. It should be mentioned that these are trains of two cars only. It may be well to add that these incidents occurred on the Old Colony Railroad, the managers of which appear to study the wants of their patrons at their almost numberless small stations.

## GO WEST, YOUNG MAN!

Horace Greeley made an impression on the average American of which he little dreamed when he used the words "Go West." Grover Cleveland also, used the same words, but with a comma, between (Go, West) shortly before the election of 1888. Lord West, however, went directly east, knowing where "my lord" would fare the best. Express trains average thirty-one miles an hour from the Atlantic to the Pacific, and those who ride need to be careful and jump off in a "soft place," unless they desire to be dumped in one vast mass on the shore of the Pacific ocean.

Horace Greeley never suggested *how far* west he advised the young man to go, but we would suggest that those upon the seashore north and south of Boston will do well to try Worcester, which is growing faster than Boston, and the reason is that its sole reliance is upon railroads, while other places still indulge the fancy that water communication is essential to the growth of a great city.

The growth of Worcester is really astonishing, and when the young giantess is put under systematic training, she will undoubtedly make good her claim to be called the Inland Metropolis of

New England! Worcester is beginning to overflow, although it has thirty-six square miles of territory, and some of the finest farms to be found anywhere. Its suburban towns are assuming importance, and no one of them better deserves attention than Shrewsbury, which lies directly east, and is a beautiful farming town as well as an important suburb of a great and growing city. To Shrewsbury, then, we will go, but at the outset we are met by the stubborn, practical fact that as yet the town, although adjoining Worcester, has not within its borders a single mile of railroad! Let us build an electric railroad, and show the world that Shrewsbury is abreast with the times!

# BARNARD, SUMNER & CO.

The past two years have awakened us to the fact that Worcester was growing with great rapidity and that we were called upon to provide greater facilities.

This has now been accomplished after six months of continued and tireless efforts and we have to-day a magnificent establishment five stories high, 165 feet deep, 75 feet wide, with every foot of space occupied by goods belonging to the realm of

# LEGITIMATE DRY GOODS.

The first floor presents a beautiful and animated scene on any fair day when the life of Worcester passes over its surface, stopping at each department to taste the delights of lovely articles brought here for them from all the markets of the world.

The Lace Department with double its former space has fitting accommodations for the precious results of patient skill, and exhibits them to you under the very pleasantest conditions.

The Woolen Underwear and Hosiery Deparment is simply *superb* in its accumulations of every good, every useful and every beautiful product that is fashioned for you.

The DRESS GOODS Departments are as near perfect as long experience, earnest purpose and money can make them.

In Silks no house pretends to excel our offerings. Our trade demands and our taste leads us to all that is best and most desirable, and with all this our relations with manufacturers are such that we command the richest stocks at fairest price all the year round.

On the third and fourth floors you will see one great maze of *Carpets*, culled from the best and only the best made.

The ladies from out of town are cordially invited to visit us and inspect for themselves what we desire should be their shopping home.

Ladies' rooms—facilities for caring for your packages—and all the comforts possible, we provide for you and to all which you are most welcome.

Write us for samples, or any information you may desire. Your letters will have our prompt attention.

We have a department thoroughly organized to attend to all letters of inquiry, or for samples, or for the filling of orders. We guarantee to please you.

BARNARD, SUMNER & CO.

WORCESTER, MASS.

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# H. A. MAYNARD,

## Centre Store and Post Office,

SHREWSBURY, MASS.

DEALER IN

# DRY GOODS, GROCERIES,

Crockery, Medicines,

RUBBER GOODS, TOYS, STATIONERY, FLOUR, GRAIN,

Hardware,

AND GENERAL MERCHANDISE.

AGENT FOR THE

## Celebrated Cumberland Superphosphate.

# S. B. BOUTELLE & SON,

SHREWSBURY, MASS.

## Dry Goods, Groceries, Boots, Shoes,

CROCKERY, PAINTS, OILS, PAPER HANGINGS,
HARDWARE, FLOUR, GRAIN, FERTILIZERS.

**Usual Variety kept in a General Store.**

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## The Old Reliable.

WALTER C. WARREN, Proprietor.

Stage Leaves SHREWSBURY FOR WORCESTER, 8.30 A. M., 1.30 P. M.

Leaves WORCESTER, 24 Front Street, 10.30 A. M., 5.00 P. M.

Commencing June 1st three additional trips will be made each way to the Worcester and Shrewsbury R. R., narrow gauge, terminus at Lake Quinsigamond.

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WHEN YOU buy goods that you see advertised in this pamphlet, please mention us. In advertising Shrewsbury it is important that our publication be known as a

**GOOD ADVERTISING MEDIUM.**

## REAL ESTATE.

Wherever we go, a few miles from prosperous business centres, we find many who "want to sell." Within our manufacturing towns are many who would be much better off if they could be placed on the farms which the owners are anxious to leave. It is found easier to sell a run-out farm at a low price than to sell a good farm at a proportionately lower price. The maxim that "the best is the cheapest" seems to be disregarded alike in purchasing real estate in the country, and the nursery stock which should be placed on the real estate now running to waste. These points need careful consideration, and the cardinal principal for all plans for occupying farms now for sale is that every choice spot should be improved for fruit till central Massachusetts is known far more than at present as a fruit-producing region. The fruit business and the real estate business, so far as the sale of farms is concerned, have many parts in common, and the dwellers in our populous towns may gain many useful hints by consulting the space we have devoted to a description of farms for sale. We are always ready to correspond with those desirous of purchasing farm property.

## ACKNOWLEDGEMENTS.

We desire to thank the many friends who have loaned photographs or engravings for this pamphlet, especially Messrs. F. S. Blanchard & Co., 154 Front St., for the views at the Lake. Mr. Pollard of the Engraving Company has favored us with many valuable suggestions, and to a pupil in the Worcester High School, a skillful amateur, we are indebted for photographs made at Shrewsbury. The printing speaks for itself, but the patience of the foreman and compositors in deciphering bad copy occasioned in part by the present difficulties of travel from Worcester to the eastern borders of the county deserve grateful mention.

## GEORGE E. FAIRBANKS,

*Wholesale and Retail Druggist, Dealer in*

Surgical Instruments, Crutches, Trusses, Batteries, Surgeons' and Physicians' Supplies.

Particular personal attention given to the fitting and adjustment of Trusses and Supporters. Having had more than twenty-five years' experience, I feel warranted in guaranteeing satisfaction.

Drugs, Medicines, Chemicals, Toilet and Fancy Articles, and in fact everything obtainable in a well-stocked Metropolitan Drug Store. Your patronage solicited.

Physicians' prescriptions carefully compounded from the purest materials. Pure Wines and Spirits, Porter, Ale, Mineral Waters, &c., for medicinal use (under sixth-class License).

Orders by mail, telephone or otherwise promptly answered, and Goods delivered to any part of the city free.

GEORGE E. FAIRBANKS,

**No. 10 Front Street, WORCESTER, MASS.**

## STAVELEY FARM NURSERY,

NORTHBORO, MASS.

# RUSSIAN APRICOT TREES.

Perfectly hardy and healthy. Insects do not attack them. Admirable substitute for the Peach.

CHARLES W. FELT.

## E. W. KNOWLTON,

SHREWSBURY, MASS.

Dealer in

Beef, Pork, Mutton, Lamb, Poultry,

HAM, SAUSAGES, LARD,

TRIPE, PIGS' FEET, CANNED GOODS, &C.

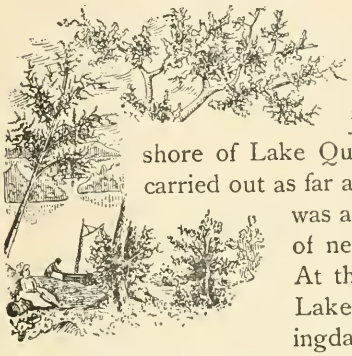
Also, Vegetables of all kinds in their season.

Goods delivered promptly free of expense

# SUPPLEMENT

To "The Town of Shrewsbury, its Location, Advantages and Attractions as a place of Residence and for Business. Illustrated, Price Ten Cents. Published by the Railroad Committee, 1890." SUPPLEMENT GRATIS.

## LAKE VIEW, LAKE QUINSIGAMOND, AND VICINITY.



SEVENTEEN years ago the project of building a Railroad to the shore of Lake Quinsigamond and Shrewsbury was carried out as far as the Lake. The Shrewsbury end was abandoned on account of the want of necessary interest and lack of funds. At that time there was not a house at Lake View, only one or two at Bloomingdale, and no others near enough to in any way aid a railroad. At first the railroad started with small cars, about the size of tram-cars, and in consequence about six thousand dollars was practically thrown away in experimenting; as to carry the small cars full was not a paying investment. About twelve round trips were made daily. Building started in every direction and has continued very rapidly up to the present time. Three years ago city water and hydrants were introduced in both of the villages (Lake View and Bloomingdale), and in the last three years Lake View has increased nearly sixty houses, Bloomingdale sixteen or eighteen, and Draper's Station and Putnam Lane Station fifteen. Business has grown on the line of the railroad and now eighteen round trips daily are made to the Lake in winter and twenty-two regular in summer, and about every day four to six extras. Early trains carry all to their work, and the last train at night leaves the city at 11.00 o'clock P. M., thus giving the residents much better accommodations than any other suburb around Worcester. The present equipment of the railroad is four locomotives, two fifteen tons, two thirty tons, also eight cars. The capacity of the railroad is about two thousand people per hour. Lake View has the advantage of a south and

east aspect and is, therefore, from two to four degrees warmer than in the city. The wind is broken by a large hill at the west. A post office with three daily mails, two stores, church, good schools and play grounds, Lake Park and Tower are all at Lake View, besides many boat-club grounds and summer cottages. In summer a full military band gives concerts every afternoon and evening, and fireworks and many other attractions are given to the people gratis. A building association has just been formed, and they have at the present time thirteen houses under way for the spring, and many more in contemplation. A visit to Lake Quinsigamond and Lake View will convince any one of its advantages as a place for a home. The railroad has also been a great help to Shrewsbury. All along on the shore of the lake south of the causeway are nice residences and club houses, which do a great deal to help the treasury of the town.

## MARLBORO AND WESTBORO.

Many believe that an electric street railway connecting with Mr. Boyd's Marlboro line at the Y, and taking the most direct route parallel with the Old Colony road to Fisher's milk station, thence by Gilmore's brick yard directly to the centre of Westboro, could be made to pay. The total distance would be only about five miles, and the line could be built at very moderate cost. Such a road could easily be equipped for freight as well as passenger business, and mail and express matter could be handled without difficulty.

The track would follow the most direct highway between the two towns. For a mile or two it would be along the edge, and within the town limits of Southboro. At the nearest points loops could be run to right and left from the main track to connect with Southboro Centre, Northboro Centre, Insane Asylum, Lyman School and Chauncy picnic grounds. In due time the road would be continued through Woodville to Hopkinton.

This would make a most delightful series of pleasure rides, as well as aid much in advancing the business interests of all these sections. At the outset, of course, few cars would be run per day, but in a few years the whole line of track would be developed by bringing many building lots into occupancy. Every real estate owner along the line could afford to subscribe liberally for building such a line, because it would increase all values and would in effect move all contiguous farms within a few minutes of the four town centres of Marlboro, Westboro, Northboro and Southboro.—*Marlboro Mirror.*

# THE STORAGE BATTERY.

It is now just sixty years since the question came up in England when railroads were being introduced, whether locomotives or power derived from stationary engines should be preferred. At that time the locomotive engine had been experimented with in a small way for fifteen or twenty years, but the possible use of steam for land transportation had been much longer considered. In 1829 the Manchester and Liverpool railway was built, and a prize was offered by the directors for a locomotive that would fulfill certain necessary conditions as to cost, speed, duty, etc. The experts of that time were disposed to favor some one of several methods suggested for employing stationary power. George Stephenson was one of the competitors for the prize, and having tubes in his engine boiler, while his competitors did not, he was able to fulfill the conditions, and the use of the locomotive rapidly spread over Europe, but much more rapidly over the United States.

Electricity has been on trial in an experimental way as a means of transportation for more than fifty years, and at this moment the practical question is, is it best for a car to convey the source of power within itself for a certain number of miles, or have power supplied by connections with an overhead or underground wire? Is it best that the child should go alone or be led by leading strings? The comparison will ultimately reach this point, though the statement of it in this form seems possibly too strong as judged by the experiences of the past few years. It seems hardly possible that the storage battery car can as completely supersede those requiring connection by wire as the locomotive in 1829 superseded all the methods proposed for employing stationary power, and yet it may do so.

We are able, however, to see that, while cities may find an advantage in the use of overhead wires at present, the country towns have many reasons for favoring the storage battery. Like all other practical questions it must be worked out practically. There is ample opportunity for a trial of both systems, and the storage battery car has this one great obvious advantage—it can run under the overhead wire without making connection, but cars depending on the overhead or underground wire can only go where the proper wire is supplied. In other words the storage battery car starts off at once on any street railway track while no other electric car can do so. The storage battery car appears just like any street car without horses. The power is under the seats and the motor under the floor. It will be first adopted for extensions, and soon will pass over the tracks of the city street railways and seems likely to make its way as time and a few simple improvements produce its complete practical development.— *Westboro Chronotype.*

# AGRICULTURAL COLLEGES.

These institutions are worthy of all the encouragement we can offer them, but we do well to remember that they have been organized under an act of Congress of 1862, for teaching "such branches of learning as are related to agricultural and the *mechanics arts* . . . . . in order to promote the liberal and practical education of the industrial classes." The intention, certainly, was to give equal prominence to the mechanical and agricultural industries in the great work of diffusing more generally the blessings of "liberal and practical" education. Out of Massachusetts, this idea has been taken up in earnest. There are 46 of these institutions in the country, including the Hampton Normal and Industrial Institute of Virginia for the Indians. Only ten of these are styled simply agricultural institutions, as in Massachusetts. Eighteen of them have the word "Industrial" or "Mechanical" in their names, while fifteen imply that others than agriculturists are included within the scope of the institution. Georgia, which has five such colleges, includes the word "Military" in one case. Mississippi, South Carolina, and Virginia have each two institutions.

It is true that in Massachusetts the Institute of Technology is mentioned as answering the call for mechanical training, but that will not do. Massachusetts farmers are not commonly considered an enterprising class; in this case, however, they have the advantage over the carpenter, painter, mason, machinist, shoemaker, tailor and hatter in the fact that the farmers' sons get a fair college education that more than makes up for the deficiencies, or the absence of town high schools, while mechanics' sons are only offered the facilities of a high-grade, "toney" Boston scientific institution, with high expenses, and neither time or opportunity for earning money as at the agricultural colleges. We do not question that the Institute of Technology is fairly entitled to its share of the appropriations, but the farmer's son can earn money enough by the time he is eighteen years of age, to give him a start, and then he can earn or borrow enough, if he is of the true mettle, to keep him four years at Amherst, and give him a good education. The mechanics' sons in our various manufacturing centres need to be told that they have the same opportunities ; and also to be reminded that they have been very much more backward in coming forward to improve their opportunities, than their "greenhorn" country cousins. We trust our town youth will wake up to the advantages of these popular colleges, and crowd them till they rival Harvard or Yale. Massachusetts provides a Labor Fund to aid deserving students—both farmers' and mechanics' sons. We believe in co-education, and hope that farmers' and mechanics' daughters will obtain a "liberal and practical" education at Amherst, as well as at the Normal Schools.

We desire to see thrifty management of the farms connected with all these institutions. If farming can be made to pay any-

where it should be upon these farms, for they have every appliance which capital can furnish. We are ready to make due allowance for the fact that much of the work must be of an experimental character, but we must urge that the line be carefully drawn between that which is merely experimental, and that which is up to the standard of the best farming. If, for instance, hay is sold, which we presume is seldom done, it should command the highest market price, because presumably the best. But in the line of nursery stock, nearly all will be of an experimental character, and of course, will not command the full market price. In case, however, any standard varieties are propagated that will equal that produced by experienced nurserymen, the institutions should have the advantage of full prices. We have some knowledge of attempts to "sponge" these institutions which the public should frown upon.

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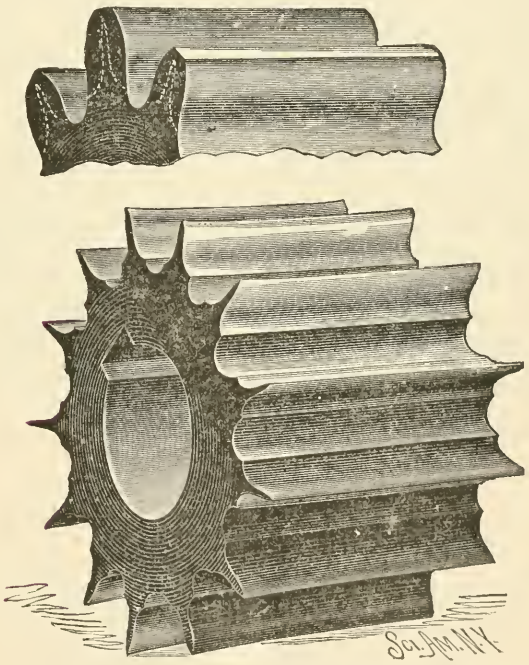

This cut shows how the armature shaft-pinion of an electric street car motor was worn away in four months at a speed of 900 revolutions a minute. See Scientific American, July 13, 1889. "The short life of the gear is the weakest point in electric traction." (Mr. Harris, engineer Brooklyn Street Railway.) The Union Electric Car Co. gears run in oil and last indefinitely.

## SYSTEM OF UNION ELECTRIC CAR COMPANY.

18 P. O. Square, Boston, Mass., as shown by the Equipment of the Beverly and Danvers St. Ry. Co., Beverly, Mass.

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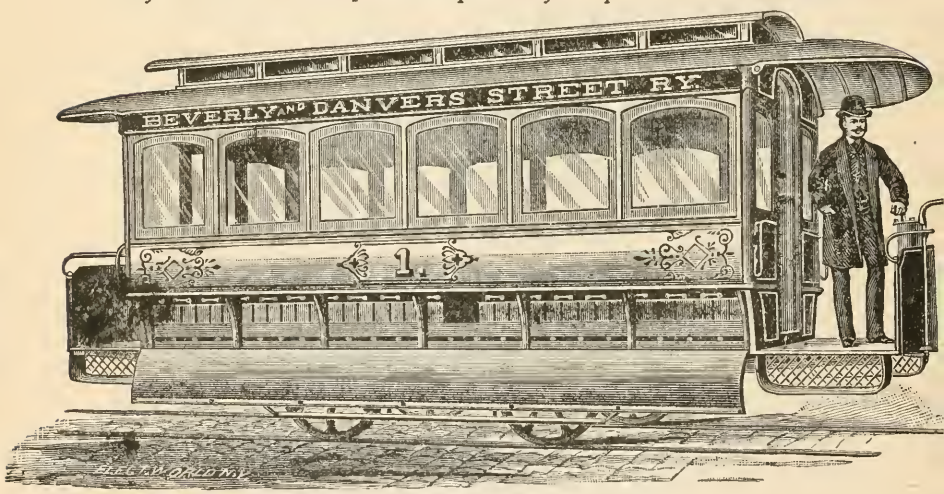
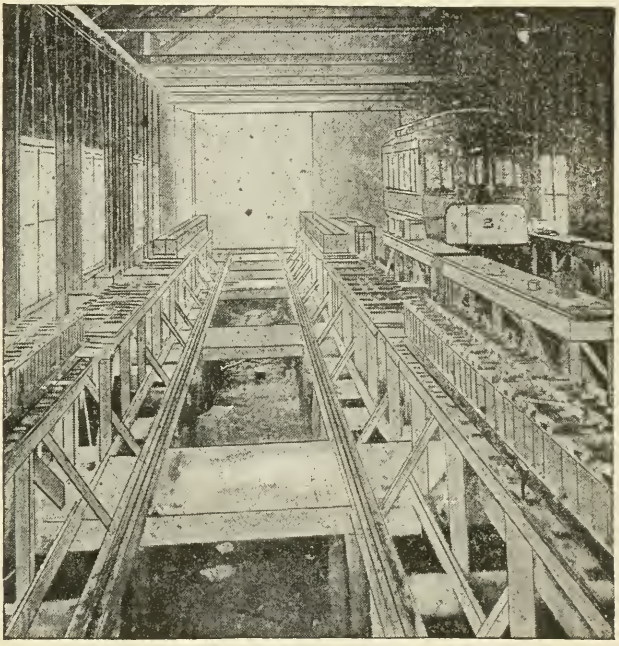
The weight of the cars, with batteries ready for service, is about six tons, or the same as those of the overhead system on the West End Road in Boston. Each car has two sets of batteries, which enable it to do eighty miles of service—forty to each charge. The batteries are charged on the tables in the car house, and these tables being on the same level as the car floor, the batteries are easily removed from one to the other. It takes a 30 horse power electrical and mechanical plant to charge the double set of batteries for six cars, from which it would appear that the system takes only a fraction of the power required by the present overhead lines.




ELECTRIC CAR SHOWING STORAGE BATTERIES.

The difference of power is largely accounted for in the gears, as the open gears of the overhead system, being exposed to dust and dirt, grind out in from two to four months, the loss of power in grinding up the steel being what costs. The Union Electric Car Co.'s gears run in oil and last indefinitely; two years' use having shown no material depreciation. Another important point to which this company lays a claim is that they charge back into the batteries or line when slowing, stopping or going down hill. The car being controlled entirely by the electric switch, no hand break being used, the saving on this road exceeding ten per cent. of the whole power expended. As each car is self-contained and independent, any one car breaking down only affects that car. This system is certain in all its action, and a car equipped with it has run in the heaviest snows. One car alone has taken care of five inches of

snow before the plow was put on. The Union Electric Car Co. claim that a ride over the Beverly road will convince the most skeptical that the system works in every way and does all that is claimed for it, and that while it has always been said that the storage battery was the ideal system, but would not work, that it now does work any one can see. They say the cost can also be shown to be what it is claimed, and they invite inspection.



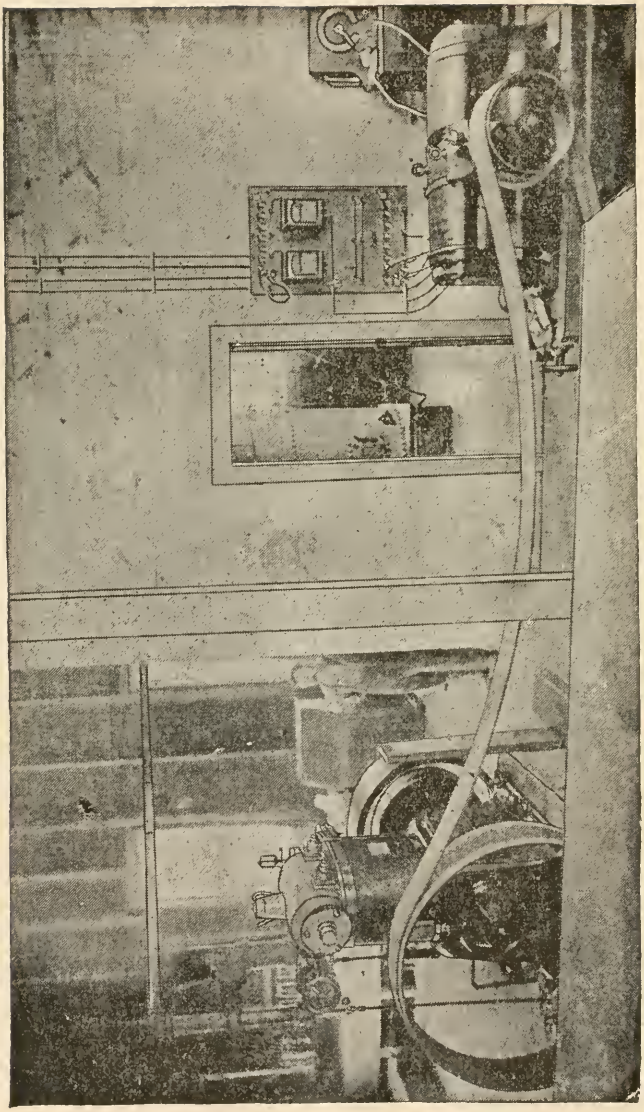
CHARGING TABLES.

## THE UNION ELECTRIC CAR CO.

The electrical development of this country is something wonderful. Every week brings new surprises to benefit and bless humanity. Enormous fortunes have already been made by investors in electrical inventions.

Among the most recent developments to which our attention has been called is the rapid transit street car electric system, as perfected by the above company.

A street railway has just been completed from Beverly to Danvers Port, three miles. Hon. John I. Baker is the president of this local company. The rails follow the natural surface of the highway, which is very uneven, climbing over many hills, in some



CHARGING PLANT IN CAR HOUSE, BEVERLY, MASS.

cases with 8 per cent. grade. Indeed, the grade is so steep in spots that one pair of horses could hardly haul a single car.

With this difficult problem, the Union Electric Car Co. took the contract to furnish the most economical motive power that has yet been discovered. The road is now in successful operation. The cars, owing to the grades, could not be operated by horses without an average cost per mile, per car, of from 15 to 20 cents. This is for power alone. By the overhead electric system, this cost might be reduced to 10 cents per mile. By the Union Electric Car storage system it costs but 5 cents per mile.

We had the pleasure recently of going over this line with a party of experienced electricians. From all we had been able to gather, we went there greatly prejudiced against the storage system. A practical test convinced us that this company has successfully solved a very difficult problem.

A street railway can be equipped at much less expense by this system, we feel confident, than by any other. All cost of overhead construction, and the wiring of the tracks is avoided. Much money is saved in the steam and dynamo equipment. The conductor and driver change the batteries when necessary, at very short notice.—*Marlboro Mirror.*

## GRADE CROSSINGS.

If there was danger that a highwayman would jump out of the thicket as we pass along, to rob or murder us ; if there was danger that a cannon would belch forth its contents upon us ; or, if it were likely that a wild animal would spring upon us, like the tiger from the jungles in India, a sufficient remedy would be promptly found, but for the similar and more terrible evil of possible death at the grade crossings of common roads by railroads, no one seems to be very active in our country towns. It is true that in the worst cases a watchman is provided, and usually gates are provided also. But no vigilance can provide for all contingencies, and many accidents have happened when gates have been provided, and even gate-tenders have been killed, while numerous narrow escapes at the best protected crossings are upon record. Look both ways *whenever* you cross a steam railroad at grade !

Every such crossing, so far as is possible, should be abolished. Sometimes two crossings can be united. It is usually cheaper to cross over or under the railroad than to maintain gates or flagmen. But the outlay of money in the first case is a considerable sum, while in the second it is a continual expense, usually much more than the interest on the large outlay. In the vicinity of cities very large sums are necessary—sometimes a million of dollars—to change the grade of a single street. In the country towns it is frequently easy to make the change for a small sum, and every such opportunity should be improved in season. Towns can hire

money at three or four per cent. interest, and they should liberally aid the railroads, which in turn can furnish better accommodation in proportion as they are freed from obstructions, and grade-crossings are most serious obstructions, as locomotive engineers well know.

It is understood that railroad men desire the complete abolition of grade-crossings, as such crossings really dispute their "right of way," and farmers who have been struck by trains want all grade-crossings abolished. Last winter a whole school on a sleigh-ride barely escaped destruction. Crossing over or under the railroads is the only safe method, for there are extra trains which no human vigilance can provide for, and the flagmen or gatemen frequently are not on duty nights and Sundays ; then it is customary to give more attention at the crossings to passenger than to other trains, while one is as deadly as the other to the farmer who may be struck by them.

## RAILROAD HOGS.

We recently noticed a train-load of hogs passing over the Albany railroad, to be slaughtered at the large establishments of John P. Squire or Charles H. North at East Cambridge. But we allude to another kind of railroad hogs. A passenger went to a station on one of the five great railway systems of New England, which have stations within a few miles of Shrewsbury, to take the 9.30 P. M. train. The train had been taken off, and there was no train till 12.01 A. M. The passenger was known, or could easily have made himself known to the station master. There was abundant evidence that he was not a tramp. He was told that if he waited he "must stay outside—we don't keep open all night." There was a fire in the waiting room ; the station master's family lived in the station, and he had to be up when the train arrived, and seems to have been wholly without excuse. It would be easy to call upon the railroad authorities to slaughter such hogs, but frequently men, otherwise efficient, show these weak points, and we desire rather that these officials, "blest with a little brief authority," wrestle with themselves, that they may finally slaughter their own hoggishness and treat delayed passengers decently. A section boss last year dug a trench about six inches deep across the pathway from a signal station to the town road, and proposed to leave it without covering, although it was necessary to use the path after dark, and sometimes when trains were moving on the track near by. A passenger pointed out the difficulty in a pleasant way, and the section boss acknowledged his mistake by filling the trench, but he said to the passenger : "If you will mind your business I will mind mine." This year another section boss has again dug the trench and neatly covered it.

# FARM FOR SALE

## IN SHREWSBURY.

The Farm contains 130 acres, suitably divided into Mowing, Tillage and Pasture, with plenty of wood for fire, two-story house with L, new barn with two floors, hay all taken in on upper floor, will keep 40 head of stock this winter and have hay to spare. This is one of the best watered farms in Worcester County. The farm is in a good state of cultivation, cut the last season 80 to 90 tons of hay. Running water at house and barn, a grist mill is on the place in good running order, an ice house at the pond which supplies the town with ice. Come and see it.

For further particulars inquire of

**O. B. WYMAN, Shrewsbury, Mass.**

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## INVESTMENTS.

A Choice Line of Guaranteed Mortgages, Certified Debentures, Etc.

ONLY RELIABLE COMPANIES REPRESENTED.

BEST OF REFERENCES GIVEN.

J. P. DUNN,

Room 9, Burnside Building. - Worcester, Mass.

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# Coburn's Boat House.

**COME AND SEE US.**

**The Largest Letting and Building Establishment in New England.**

## FANCY BOATS AND CANOES

Of Every Description To Let or For Sale.

Also, Complete Stock of Oars and Boat Fittings.
Bargains in Second-Hand Boats.

**LINCOLN PARK, - LAKE QUINSIGAMOND,**

A. A. COBURN, Proprietor.

# STAVELEY FARM NURSERY,

## NORTHBOROUGH, MASS.,

Combines the Advantages of a Local Nursery, where Choice Varieties of Fruits and Flowers can be seen growing in their season, with one of the largest nurseries in the country, for which the proprietor is the local agent.

## FRUIT DEPARTMENT.

YELLOW TRANSPARENT APPLE. The largest early apple known. The handsomest early apple known. The best flavored early apple known. The earliest ripening apple known. The best shipping early apple known. The trees are the hardiest, the most prolific, and the youngest bearing of any apple known. SUTTON BEAUTY APPLE, the pride of Massachusetts. McINTOSH RED APPLE, (might be called "The Improved Fameuse." LONGFIELD, a new and valuable hardy Russian winter apple. MILDING APPLE; a lovely apple.

RUSSIAN APRICOTS, a substitute for the Peach; but a case where the substitute is better than the original. The trees are unqualifiedly hardy, while the fruit is delicious. For eating from the hand or preserving, it is of exceeding richness. For the market it is of extraordinary value. Neither the Trees nor the Fruit are ever troubled by Insects or Disease of any kind. The American varieties of Apricots are too tender for New England. The Russian sorts were first introduced into the United States a few years ago in the Northwest, where they proved hardy and every way desirable. The fruit is not surpassed in flavor and beauty by any fruit that can be grown in the temperate zone. Those who are the first to plant largely of the Russian apricots will be wise and will surely reap their proper reward—in cash. Our stock is BUDDED; that offered by some firms is simply seedlings, grown from pits planted in the open ground and allowed to remain until the tree is large enough to deliver. Stock grown from pits *may* produce good fruit, but seldom does,—no man can tell just what the fruit will be until it bears. When delivered the trees will be one year old from the bud and about three feet in height. They usually begin bearing the second year after transplanting, and produce heavy annual crops. There are several varieties of the Russian apricots, the best of which are described in our catalogue There is less difference in the various varieties, however, than is common with other fruits.

### THE BEST IS THE CHEAPEST.

WEST WAREHAM, MASS., Nov. 26, 1888.

"My Russian apricot has borne three seasons. Last season it ripened about half a bushel. My family esteem it above every fruit in the orchard." EDSON BLAKE.

PRESTON, CONN.

HUGH KING says:—"The Russian apricots I had of you bore some the second year, and the trees were loaded the third year. The fruit is magnificent. No insects or anything of the sort trouble them."

LOWELL, MASS.

MRS. EDWIN LAMSON, 133 Wilder St., says:—"My Russian apricots have grown rapidly and are now in bearing. The fruit is equal to the FINEST peach. As yet no insects have troubled them."

ANTRIM, N. H., Oct. 21, 1887,

"I see no reason why the Russian apricot will not be a fine fruit to raise. My trees have fruited. My fruit looks like the peach, but in flavor resembles the plum—very fine."
C. F. HOLT.

100 Wilder St., LOWELL, MASS., May 3, 1888.

"We esteem the Russian apricot fruit very highly. They are of medium size, and delicious flavor. My tree has borne but once." MRS. C. G. BUTTERICK.

FRANCESTOWN, N. H., Oct. 27, 1887.

"My Russian apricot tree is about 15 feet high. It is four years old. The fruit is fine. I think it will be profitable to raise. I should advise every one to try it."
P. L. CLARK, (Postmaster).

LAWSON OR COMET PEAR. WINDSOR (Canadian), and OSTHEIME (Russian), CHERRIES. The Windsor is the best sweet black cherry grown. The Ostheime was brought to this country some years since, and its hardiness has been thoroughly tested and proven in even the Arctic climate of Minnesota. EXTRA FINE PLUMS. Plant plum trees where the fowls can run about them, and you will be surprised because of the abundance of fruit they will produce. If you have a hen-yard, by all means plant plum trees in it. By so doing you will lose no ground, the trees will make shade, and the fowls will destroy all insects, thereby insuring a fine crop of fruit annually.

PRINCE'S YELLOW GAGE. PRINCE ENGLEBERT. UNION PURPLE. SHIPPER'S PRIDE. MIDDLEBURG. STANTON. The time of ripening of these six sorts covers the entire season, from the first of August until the middle of October.

PEACHES. APRICOTS. NECTARINES. QUINCES.

THE GENEVA, a new pedigree White Grape. There are already several good white grapes, and we should not introduce a new sort if we did not believe that we had secured a variety combining more good points than any white grape now known. With many varieties of fruits, appearance has been considered rather than quality, but in the Geneva we have the happy combination of good quality and great beauty. WORDEN GRAPE. Perhaps perfection in a black grape is not attained by the Worden, but certainly up to the present writing it is the *best black grape* for out-door cultivation grown. QUEEN CURRANT. The wonderfully productive new French Currant. GOOSEBERRIES. WACHUSETTS THORNLESS BLACKBERRY. We claim that the Wachusetts Thornless combines more valuable points than any blackberry ever offered for sale. GOLDEN QUEEN RASPBERRY. A large, handsome, productive, *fine-flavored*, HARDY yellow raspberry. What more could be asked for?

ASPARAGUS. RHUBARB.

# ORNAMENTAL DEPARTMENT.

UPRIGHT ORNAMENTAL TREES, (those varieties which do not retain their foliage during the winter.) WEEPING ORNAMENTAL TREES. EVERGREEN TREES. EVERGREEN SHRUBS. HARDY FLOWERING SHRUBS. HARDY CLIMBING VINES. CLEMATIS. ROSES. HARDY PLANTS, BULBS, ETC., for either spring or fall setting, and every variety of NURSERY STOCK.

TRANSPLANTING AND AFTER CULTURE is the title of our sixteen-page pamphlet, giving directions for the transplanting and proper care of fruits and ornamentals. It is practical in every department, and we believe it to be the most complete work of the kind ever published for free distribution. Every customer is entitled to a copy free, and others can secure it by sending a two-cent stamp to pay postage.

As Strawberry Plants do not bear transportation for long distances, we shall do a strictly local trade in a few choice varieties.

A few Dewberry Plants from a local grower who claims marked success, are offered to those who wish to experiment.

Those who wish to compare notes in practical horticulture for profit will always find the latch-string out.

**CHARLES W. FELT,**

Staveley Farm, - - Northborough, Mass., U. S. A.

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Fine Repairing Neatly and Promptly Performed to Order.

# Worcester Consolidated St. R. R. Co.

## MAIN STREET SOUTH.

Car Color, Straw. Color of Light, Red.

Leave Perkins St. 7.27 a. m., then every 15 minutes until 10.42 p. m.

Leave Lincoln Sq. for Webster Sq. 6.55 a. m.; then 10 and every 7 minutes until 10.33 a. m.; then every 15 minutes until 11.48 a. m.; then every 7 minutes until 1.05, then every 15 minutes until 10.48 p. m.

Leave Market St. 6.20 a. m, and every 7 minutes till 1.05 a. m.

Leave Front Street, South, 6.25, a. m.; then every 7½ minutes until 10.39 a. m.; then every 15 minutes until 1.54 a m., then every 7½ minutes until 8.11 p. m., then every 15 minutes until 11.10 p. m.

## MAIN STREET NORTH.

Leave Webster Square 6.05, 6.20 a. m.; then every 7½ minutes until 11.05 a. m.; then every 15 minutes until 2.27 p. m.; then every 7½ minutes until 8.05 p. m.; then every 15 minutes until 10.50 p. m.

Leave Grand St. 6.15, 6.30 a m.; then every 7½ minutes until 11.15 a. m.; then every 15 minutes until 12.37 p. m.; then every 7½ minutes until 8.15 p. m.; then every 15 minutes until 11,00 p. m.

Leave Front Street, North, 6.29, 6.44 a. m.; then every 7½ minutes until 11.29 a. m.; then every 15 minutes until 12.44 p. m., then every 7½ minutes until 9.14 p. m.; then every 15 minutes until 11.14 p. m.

## ADAMS SQUARE.

**Going South**—Leave Adams Square 7.23, 7.53, 8.23, 8.53, 9.23, 9.53, 10.23, 10.53, 11.23, 11.53 a. m.; 12.23, 12.38, 12.53, 1.23, 1.53, 2 23, 2.53, 3.23, 3.53, 4.23, 4.53, 5.23, 6.08, 6.23, 6.38, 6.53, 7.23, 7.53, 8.23, 8.53, 9.23, 9.53, 10.23 p. m.

**Going North**—Leave Front St. 6.59, 7.29, 7.59, 8.29, 8.59, 9.29, 9.59, 10.29, 10.59, 11.29, 11.59. a. m.; 12.14, 12.29, 12.59, 1.29, 1.59, 2.29, 2.59, 3.29, 3.59, 4.29, 4.59, 5.29, 5.59, 6.14, 6.29, 6.59, 7.29, 7.59, 8.29, 8.59, 9.29, 9.59, 10.44 p. m.

SUNDAY TIME.—Leave New Worcester for Adams Sq. at 9.20 a. m., and every half hour until 9.05 p. m., passing City Hall ,16 minutes of the hour and 14 minutes past the hour.

Returning leave Adams Sq. at 10.06 a. m., then every half hour till 9.51 p. m.

## UNION STATION.—North End.

Car Color, Blue Plaid. Color of Light, Red and White

Car leaves Adams Square at 6.30 a. m. for Depot.

Leave Lincoln Square 6.15, 6.40, 7.10, 7.33, 7.45, 8.25 8.40, 9.10, 9.33, 9.55, 10.37, 10.55, 11.25 ,11.40, 11.55, a. m. 1.05, 2.00, 2.10, 2.55, 3.13, 3.40, 3.58, 4.25, 5.13, 5.43 6.45, 7.03, 8.03, 8.40 p. m. Returning, leave Union Station 6.37*, 6.55, 7.25, 7.50, 8.03, 8.40, 8.45, 9.30, 9.50 10.14, 11.00, 11 10, 11.40 a. m.; 12.03, 1.23, 2.20, 2.30 3.15, 3.33, 4.08, 4.18, 4.45, 5.08, 5.33, 6.10, 7.00, 7.20 8.20, 9.00, 9 45, p. m.

Cars marked * run to Grove Street.

## South End.

Car Color, Red Plaid. Red andWhite Light.

Leave Webster Square 6 15, 7.20, 10.25, 11.30 a. m then every 15 minutes till 5.00 p. m., then 5.30, the every 15 minutes till 7.45, then 8.15.

Returning, leave Union Station 6.42, 7.50, 11.00 a. m 12.15 p.,m., then every 15 minutes till 8.20, then 9.00.

Leaves Union Station at 9.30 a. m. for Claremont S Returning, leave Claremont St. 9.40 a. m.

## So. Worcester & Chadwick Square

Color of Car, Red. Color of Light, White.

Leave Auburn Square 6.00, 6.25, 7.00 a. m. and eve half hour until 8.30 p. m., then 9.20 and 10.00.

Leave Chadwick Square 6.35, 7.45, 8.45, 9.45, 10.1 10.45, 11.45, a. m. Then 12 15, 12.45, 1. 15. 2.15, 3.1 4 15, 5.15, 6.15, 6.45. 7.15. 7.45, 9.15, 9.50, 11.10 p. m.

SUNDAY TIME.—Leave South Worcester at 1 p. m and every 20 minutes till 9 p. m.

Leave Chadwick Square at 1.40 p. m. and every minutes till 9.40 p. m.

## WEST SIDE.

Color of Car, Blue. Color of Light, Blue.

Cars leave Park Ave. for Union Depot and Linco Square 6.20, 6.30, 7.00 a. m., and every 20 minutes t 10.00 p. m., then 10.40 for Lincoln Square.

Cars leave Fair Grounds for Union Depot and Linc Square 6.20, 6.30, 7.00 a. m. and every 20 minutes t 10.00 p. m. 6·30 a. m. car runs to Wire Mill.

Cars leave Lincoln Square for Park Avenue and F Grounds at 6.40 a. m., and every 20 minutes till 10. p. m., then 10.20 and 11.00 p. m. for Park Avenue.

Cars leave Union Depot, 6.40 a. m., and every 20 m utes till 10.20 p. m.

## QUINSIGAMOND.

Color of Car, Green Plaid. Color of Light, Green.

Cars leave Market Street at 5.45, 6.20, 6.43 a. m.

Leave Lincoln Square at 7.13 a. m. and every half ho until 12.43 p. m., then every 20 minutes until *10.33 p.

Returning leave Quinsigamond at 6.20 and half hou till 1.50 p. m., then every 20 minutes till 11.10 p. m.

I. B. CHAPIN, SUPT.

Nov. 1st, 1889.

CHIEF AMONG TEN THOUSAND!

# DR. THOMAS HARRISON PERKINS'

(OF OLDTOWN, MAINE),

# INDIAN BLOOD BITTERS.

The Indian Doctors, of Oldtown, in the State of Maine, were noted all over New England for their wonderful skill in the treatment of disease. From earliest years the Indian child is taught the name and medicinal value of all the Herbs that grow in the field or are found on the rugged sides of the mountains, and the skill with which these medicinal virtues are extracted has been the marvel of regular practitioners.

Among the most noted of all the skillful Doctors of the Indian School was THOMAS HARRISON PERKINS, whose theory was simple but sure. He traced nearly all forms of disease to INDIGESTION. He argued that with Digestion perfect, good action of the LIVER, good BLOOD, good HEART CIRCULATION and GOOD HEALTH were the sure results. Bending every energy and all his skill to the production of the BEST BITTERS ON EARTH for the regulation of the Stomach, he succeeded so marvellously that no case of failure has ever been known where instructions have been faithfully carried out.

## Indigestion, Liver Complaint, Headache, Drowsiness, Blood Humors, Skin Diseases,

all yield to the faithful use of the PERKINS' INDIAN BLOOD PURIFIER. So sure are the proprietors of the perfect success of this medicine that they have put up a large size TRIAL BOTTLE, for which they charge ONLY 25 CENTS. LARGE BOTTLE, $1.00. We never yet sold a trial bottle at 25 cents but that the buyer returned for a larger bottle or half a dozen. Go to any first-class Drug Store and get the Best Blood Bitters ever produced, or send direct to F. H. PERKINS, Proprietor, Shrewsbury, Mass.

## PERKINS' INDIAN PAIN CURE. A Most Valuable Remedy.

In the rough life of the North American Indian, Sprains and Bruises are of daily occurrence. Dr. Perkins discovered the most wonderful remedy for the complete mastery of all Aches and Pains ever known before his day.

Perkins' Indian Pain Cure will destroy Rheumatism, Neuralgia, Pain in the Stomach, Back, Limbs, Bowels, Cholera, Cramps, Colds, Toothache, Earache, etc., etc. Trial Bottle, 15 cents. Large Sizes, 35 cents and $1.00.

### DIRECTIONS FOR USING THE PAIN CURE FOR HORSES.

FOR HORSE-AIL, it is the best known remedy. Give a teaspoonful in the morning, in cut feed, and at night the same quantity in half pint of warm water. When the throat is swollen, bathe with cold water; afterwards apply the Pain Cure freely, and cover the throat during the night with several thicknesses of cloth—flannel is preferable. Obstinate cases are often permanently cured in two or three days.

FOR RHEUMATISM, give a tablespoonful in two gills of hot water, twice a day, and apply the Pain Cure externally to the part affected, rubbing briskly for ten minutes.

IN COLIC, or any internal pains, give two teaspoonfuls in a pint of hot water, sweetened; and continued at intervals of one hour until relief is obtained.

IN WATER COLIC, treat the same as for wind colic, and in addition, bathe across the loins with hot water, for five minutes with sponge, then apply the Pain Cure vigorously for ten minutes, after which lay a blanket over the parts. N. B. In such cases it is invaluable.

FOR A COUGH OR COLD, give a teaspoonful twice a day in cut feed.

FOR INFLAMMATION OR CONGESTION OF THE LUNGS, give two tablespoonfuls in a pint of hot water, sweetened. Rub the ears, and legs below the knees briskly for fifteen minutes, apply the Pain Cure freely; cover the head and body with blankets. Repeat this course in an hour, which is usually sufficient; but if necessary it may be continued at intervals of four hours.

PERKINS' INDIAN BLOOD BITTERS will cure you of all we claim. IT IS the Best Blood Purifier in the world. IT IS the Best Stomach Medicine known. IT WILL give New Life to your Organs of Digestion.

PERKINS' INDIAN PAIN CURE is simply invaluable. FAR AHEAD OF ALL PLASTERS, because it reaches the seat of trouble at once and removes the cause. Try one bottle—that will convince you.

☞ If you wish to be richly rewarded try PERKINS' HOUSEHOLD COUGH SYRUP. It will cure your cough or cold. Large Bottles, 25 cents.

## FOR SALE BY DRUGGISTS AND GROCERS EVERYWHERE.

Large (Pint) Bottles Sent by Express (Prepaid) on Receipt of Price, $1.00.

F. H. PERKINS, Proprietor, - SHREWSBURY, MASS.

JUN 13 1907




# E. T. SMITH & CO.,

WHOLESALE

# GROCERS,

## Coffee Roasters,

## SPICE GRINDERS.

Special attention given to grinding Pure Spices. All goods put up by us are warranted absolutely pure, and to those desiring a superior article would advise a trial of

OUR SPICES.

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Sole proprietors of the well known brand of

## Gold Seal Java Coffee.

Millers' agents for the celebrated

*BRIDAL VEIL FLOUR.*

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## E. T. SMITH & CO.

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